

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (previously presented) Hardtop vehicle roof having three rigid roof parts which can be adjusted between a closed position covering the vehicle interior and a put-away position opening up the vehicle interior, in the closed position the roof parts are arranged one behind another in the longitudinal direction of a vehicle body, the roof parts are in each case provided with an adjusting kinematics for adjusting the roof position and are connected to one another, the roof parts also are jointly supported against the vehicle body via the adjusting kinematics of a roof part, the roof parts, in the put-away position, being situated one above another and forming a package of roof parts, wherein the package of roof parts comprises a central roof part that is put away lowermost and a front roof part and a rear roof part are situated above the central roof part, in that the central roof part is provided as the roof part which jointly supports the front and rear roof parts against the vehicle body, an adjusting drive for adjusting the front roof part and the rear roof part in relation to the central roof part is provided on the central roof part.

2. (previously presented) Hardtop vehicle roof according to Claim 1, wherein the adjusting drive for the front roof part and the rear roof part has a common driving source.

3. (previously presented) Hardtop vehicle roof according to Claim 2, wherein the driving source is an adjusting cylinder.

4. (previously presented) Hardtop vehicle roof according to Claim 2, wherein the adjusting drive has an adjusting arm which is coupled to the central roof part and from which adjusting-lever connections to the adjusting kinematics supporting the front roof part and the rear roof part are provided.

5. (previously presented) Hardtop vehicle roof according to Claim 1, wherein the adjusting kinematics of the front, central, and rear roof parts are designed as four-bar kinematics.

6. (previously presented) Hardtop vehicle roof according to Claim 1, wherein following the adjusting kinematics of the front roof part and rear roof part, the adjusting drive comprises driving countershaft assemblies.

7. (previously presented) Hardtop vehicle roof according to Claim 6, wherein one driving countershaft assembly is designed as a four-bar kinematics.

8. (previously presented) Hardtop vehicle roof according to Claim 7, wherein the four-bar kinematics provided as the driving countershaft assembly is formed by a four-bar mechanism, the base of which is fixed in position with respect to the central roof part.

9. (currently amended) Hardtop vehicle roof according to Claim 8, wherein a pair of links which connect the base and a connecting rod of the four-bar mechanism forming a driving countershaft assembly that cross over each other.

10. (previously presented) Hardtop vehicle roof according to Claim 9, wherein one link of the four-bar mechanism forming a driving countershaft assembly is fixed in position with respect to the driving link of the four-bar kinematics supporting a roof part.

11. (previously presented) Hardtop vehicle roof according to Claim 6, wherein one driving countershaft assembly is designed as a five-bar kinematics.

12. (previously presented) Hardtop vehicle roof according to Claim 11, wherein the five-bar kinematics is formed by a five-bar mechanism, the base of which is fixed in position with respect to the central roof part.

13. (previously presented) Hardtop vehicle roof according to Claim 12, wherein one link of the five-bar mechanism is fixed in position with respect to the driving link of the four-bar kinematics supporting the first roof part.

14. (previously presented) Hardtop vehicle roof according to Claim 12, wherein one link of the five-bar mechanism is fixed in position with respect to an adjusting lever of the adjusting drive connecting the front roof part and the rear roof part.

15. (previously presented) Hardtop vehicle roof according to Claim 12, wherein one link of the five-bar mechanism is fixed in position with respect to the one adjusting lever of the adjusting drive is guided via a link which is coupled to the base of the said mechanism.

16. (previously presented) Hardtop vehicle roof according to Claim 12, wherein the driving countershaft assembly situated in the transition to the front roof part is the five-bar mechanism.

17. (previously presented) Hardtop vehicle roof according to Claim 7, wherein the driving countershaft assembly situated in the transition to the rear roof part is a four-bar mechanism.

18. (previously presented) Hardtop vehicle roof of Claim 1, wherein in the put-away position, the package of roof parts the central roof part is put away lowermost, the front roof part is put away in the middle and the rear roof part is put away uppermost.

19. (currently amended) Hardtop vehicle roof according to Claim 1, wherein in the put-away position, in the package of roof parts the central roof part is put away lowermost, the front roof part is put away ~~uppermost~~ in the middle and the rear roof part is put away ~~in the middle~~ uppermost.

20. (currently amended) Hardtop vehicle roof according to Claim 1, wherein in the put-away position, the front roof part, the center roof part, and the rear roof part are stacked in the same planar orientation as in the closed position. ~~roof parts are stacked in the same direction front, central, and rear.~~

21. (previously presented) Hardtop vehicle roof according to Claim 20, wherein an outer side of each of the front, central, and rear roof parts face upwards in the put-away position.

22. (currently amended) Hardtop vehicle roof according to Claim 1, wherein during the transfer of the roof parts between their closed position and put-away position, the front roof part and the rear roof part can be adjusted simultaneously, in particular in a synchronous, ~~isochronous~~ movement.